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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY East Germany

SUBJECT Locomotives and Non-Freight Cars
Available in East GermanyPLACE
ACQUIREDDATE OF
INFO.

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the following numbers of locomotives and non-freight cars were available in the CDR on 30 November 1954: 25X1

1. Numbers of locomotives:

Type of Locomotives	Park of Operational Locomotives Serviceable	Under Repair	Damaged Locomotives	Total
<u>Steam locomotives</u>				
Standard-gauge locomotives	3,890	1,664	712	6,266
Column locomotives	-	-	-	-
Narrow-gauge locomotives	158	73	3	234
<u>Electric locomotives</u>	2	12	100	194
<u>Other type powered locomotives</u>	353	250	90	693

2. Numbers of non-freight cars:

Type of Car	Total	Park of Operational Cars Serviceable	Under Repair	Damaged Cars
a. Passenger cars	11,631	10,086	1,235	310
including				
Cars running in passenger trains	8,826	7,606	937	283
including				
Express train coaches	988	775	132	81
Fast train coaches	194	160	28	6
Passenger train coaches	7,272	6,456	678	138
Rail motor cars	315	179	94	42
Sleepers	22	13	1	8
Diners	35	23	4	8
S-bahn cars	1,468	1,283	185	-
Luggage vans	1,337	1,197	113	27
b. Luggage vans attached to freight trains	1,172	1,071	93	8

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c. Narrow-gauge cars	810	709	89	12
d. Railroad service cars	1,670	1,118	32	520
e. Mail vans	827	755	66	6 ₂

1.  Comment. Compared to October 1954, the total number of standard-gauge locomotives (including state-owned and foreign-owned locomotives) decreased by more than 200, probably damaged locomotives beyond repair which were scrapped; the number of locomotives under repair increased by 200. The number of narrow-gauge locomotives increased by 2 which were probably newly manufactured. The total numbers of electric and other type powered locomotives remained constant.

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2.  Comment. Compared to October, the total number of non-freight cars increased by 114, including mainly fast train and passenger train coaches. The major part of these cars was probably newly manufactured, while the minor part were probably railroad service cars, the number of which decreased by 46. These railroad service cars are believed to have been re-employed in passenger traffic.

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